

**CENTRAL INTELLIGENCE AGENCY**

## REPORT

CD NO.

**COUNTRY** Poland

DATE DISTR. 11 April 1955

SUBJECT      1. The Upper Silesian Railroad Net  
              2. Wages of Polish Railroadmen

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(LISTED BELOW) 25X1

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. In early 1954, the double-track Beuthen-Oppehn-Brockau railroad line was in good condition. A coaling station was located in Beuthen, and a water station in Groschowitz and Brieg. Locomotives took on water and coal in Brockau and water either in Ohlau or Brieg and at Groschowitz. 25X1
2. The double-track Beuthen-Gleitwitz-Heydebreck line was in good condition. A coaling and water station was located at Heydebreck.
3. The single-track Groschowitz-Heydebreck-Ratibor-Ruderswald line was in good condition. Ruderswald, a small installation, served as a border station for traffic to and from Czechoslovakia. A coaling and water station was located there. Trains operating into Czechoslovakia were strictly checked at the border and then taken over by Czech railroad personnel and Czech locomotives. There was little contact between Polish and Czech locomotive engineers. 1
4. The double-track Beuthen-Karsznice main railroad line was in good condition. Tarnowitz and Karsznice were coaling and water stations on this line but could be taken on at Herby Nowe.
5. A single-track railroad line was built between Zawiercie and Kolechowice near Janow. The line was in good condition. A coaling and water station was located at Zawiercie but only water could be taken on at Kolechowice. 2
6. The double-track Beuthen-Krzeszowice-Myslowice-Trzebinia main railroad line was in good condition and had connections to Krakow. Traffic on this line was hampered by the existence of a wooden bridge about 600 meters past Myslowice in the direction of Szczekowa. A speed limit of 5 km per hour was in force on this bridge. The line was provided with an electric switch system. [redacted] locomotives took on water and coal at Trzebinia and only water at Krzeszowice. 25X1
7. The pay of Polish railroadmen was rather poor compared to the wage rates of industrial workers. For this reason there was a continuous shortage of railroadmen, especially firemen for locomotives. A fireman earned about 1,000 Zloty per month and was supposed to work 240 hours but he usually had to work 300 to 320 hours. For this reason there was widespread 25X1

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discontent among locomotive firemen which is enhanced by frequent damages occurring to locomotives, which had to be kept running at all costs because locomotives are in short supply in Poland. [ ] the situation in the field of gondola cars was not so critical.

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1. [ ] Comment. This railroad line was double-track during the German time. The information contained in this paragraph indicates that one track has been dismantled since 1945. The Polish line connects to the Bohumir-Zilina-Kosice-Cierna-Cop line in Czechoslovakia. The latter line, which is the main East-West route in Slovakia is being double-tracked and partially electrified. It may therefore be assumed that the Polish line will be double-tracked in the near future.

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2. [ ] Comment. The construction of this railroad line was previously reported in the press. Coal mines are located at Kolschoewice near Janow (19°27'E/50°44'N). The exploitation of these mines necessitated the building of the railroad line.

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